



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: January 29, 2008

TO: Mayor and Councilmembers

FROM: Transportation Division, Public Works Department

SUBJECT: Scope Of Work For The Investigation Of Upper State Street
Dedicated Transit Lanes

RECOMMENDATION: That Council:

- A. Review and comment on the scope of work for the Upper State Street Dedicated Transit Lanes Feasibility Study; and
- B. Authorize the Public Works Director to advertise a Request for Proposals for professional services to do this work.

DISCUSSION:

On October 9, 2007, staff presented the City Council with a proposed process for moving forward with guidelines for development within the Upper State Street area. This proposed process followed a year-long investigation of the street (the Upper State Street Study (USSS)), working with the community to determine future parameters for development, transportation, and the preservation of views.

One of the long-term transportation issues that arose during the USSS was that current and future traffic congestion is and will continue to significantly impact the heavy transit service on State Street that provides local and regional service. The USSS includes consideration of dedicated transit lanes to get the buses out of traffic and increase the level of transit service to the area.

During the October meeting, Council recognized that guidelines for building development and setbacks were premature without first understanding if dedicated transit lanes are feasible and, if so, where they should be placed. Council directed staff to prepare a Request for Proposals (RFP) to investigate the feasibility of dedicated transit lanes, and requested staff return to Council with a draft RFP Scope of Work.

REVIEWED BY: _____ Finance _____ Attorney

Agenda Item No. _____

The attached draft RFP Scope of Work outlines the purpose of the study. It also includes study goals and anticipated outcomes of the report. Staff presented this outline to the Ad Hoc Council Subcommittee on Transportation Issues. In October 2007, the Subcommittee confirmed that the draft Scope of Work was consistent with Council's desire. Staff is requesting Council to confirm that the purpose of the study and the desired outcomes are consistent with this direction, before staff solicits proposals for consultant services to perform the work.

Next Steps

Once we have confirmed Council's direction, staff will advertise an RFP for professional services. Staff will evaluate the responses and bring the best proposal, as well as options for funding the study, to Council for consideration. We are setting a goal to have the study completed by December 2008. The ultimate goal is to return to the creation of the Upper State Street Design Guidelines at the conclusion of the dedicated transit lane study.

BUDGET/FINANCIAL INFORMATION:

At this point it is difficult to estimate what such an effort will cost. Study costs of this type can range from \$200,000 to \$500,000, depending on the level of complexity. Staff will negotiate the most promising proposal to minimize the cost of the study on balance with the desired study outcomes. Funding for this project could be from General Fund Reserves or from Fiscal Year 08 Streets Capital Program. Staff will return with a recommendation at the time of award of contract and will likely recommend the use of Streets Fund which will require the reprogramming or delay of some streets capital projects.

ATTACHMENT(S): Scope of Work for the Upper State Street Dedicated Transit Lanes Feasibility Study

PREPARED BY: Browning Allen, Transportation Manager/RD/mh

SUBMITTED BY: Paul Casey, Acting Public Works Director

APPROVED BY: City Administrator's Office

Scope of Work for the Upper State Street Dedicated Transit Lanes Feasibility Study

Purpose and Need:

- A. To evaluate and determine the feasibility of constructing a dedicated transit lane(s) on Upper State Street between Calle Laureles and Highway 101;
- B. If feasible, to estimate the cost and level of effort of establishing one or more transit lane alignments; and,
- C. To develop a strategy for establishing a selected alignment over time.

Upper State Street congestion levels are intrinsically related to the congestion levels on the paralleling Highway 101. When freeway congestion levels rise to stop-and-go conditions, traffic diverts to Upper State Street. This condition heavily burdens the street with very poor to failing levels of service that are worse than the typical level of service of the street. Although currently infrequent, this condition will occur more often over time as freeway congestion generally worsens regardless of the amount of land development on the street.

As a result of increasing congestion, the Metropolitan Transit District (MTD) bus lines that operate on Upper State Street will also be such in traffic. MTD lines 6 and 11 are the backbone of the bus travel within the South Coast. The City of Santa Barbara would like to investigate the feasibility for developing a dedicated transit lane(s) to ensure that bus travel receives a high level of service in the future.

Study Area

The area includes State Street and its adjoining property from Calle Laureles to Highway 101.

Alternative Alignments

The investigation of dedicated transit lanes will include the study and consideration of a number of alignments including:

- Lanes on either side of the street
- Lane(s) down the middle of the street
- Lane(s) on one side or the other.

Study Goals

The following study goals will guide the preparation of the RFP, the study, and the outcomes:

- To give City Council enough information on which to decide if dedicated transit lane(s) is a good long term direction for the City by December, 2008;
- To establish the future alignment of dedicated transit lanes that can operationally coexist with the vehicle corridor, if determined to be feasible;
- To have enough information about the future alignment of dedicated travel lane(s) so that setbacks and building guidelines can be developed and established (the next step in the process);
- To understand the land and properties that would need to be acquired for the project and the challenges of the implementation; and,
- To have a strategy that would, over a long period of time, position the City to construct dedicated transit lane(s).